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Miss Semple's book is larger, more ambitious, and more distinctly historical. Beginning with the geography of western Europe, she takes up the effect of the North American rivers, then of the Appalachian barrier, then of the interior, and so extends her geographic description according to the historical advance of the frontier, rather than by a pre-determined geological system. She has seized upon the idea set forth in Thwaites's books, that a key to early American exploration and settlement is to be found in the portages; and by useful sketch-maps and description she brings out the importance of various passes and navigable streams. For instance, she makes clear once for all why it was that Kentucky was settled by a trail leading across the head waters of the Tennessee. She has constantly in mind not so much the face of the country as the movement of people across it, a movement directed by the natural features and often circumscribed by them.

A large part of the book is a study of the arrival and distribution of foreign elements and the determinants of urban and rural settlement. To a much larger degree than Professor Brigham, Miss Semple concerns herself with the human element, with man upon the land, with artificial highways, roads, canals, and railroads. It is a book extremely useful to those who have been in the habit of thinking of their country in the flat, of seeing on the map only artificial subdivisions which you cross over as you travel, without being aware of them. She takes America as a part of the earth surface, connected rather than divided by great oceans, with lands to the eastward and to the westward. For that understanding of the history of the western United States which has become essential the book is especially valuable. A fair example of her conception is the term "American Mediterranean", which she applies to the Gulf of Mexico, or the chapter on "The United States as a Pacific Ocean Power". A task so ambitious requires for success a greater grasp both of conditions and of historic development than any one person can be expected to possess.

To compare the two books, Professor Brigham's is the work of an expert scientific man who loves the face of his country and who wants his countrymen to see how much it affects national life. Miss Semple's book is much less precise and authoritative, but it brings together for the service of the student and the general reader a wealth of material hitherto unclassified and often unavailable, upon the function of man in overcoming the obstacles which nature set to the occupation of this continent.

ALBERT BUSHNELL HART.

Historic Highways of America. By ARCHER BUTLER HULBERT. Vol. VII., Portage Paths: the Keys of the Continent; Vol. IX., Waterways of Westward Expansion: the Ohio River and its Tributaries. (Cleveland: The Arthur H. Clark Company. 1903. Pp. 194; 220.)

Few will question that portage paths are of sufficient importance as connecting links in American highways to deserve a special volume in

this rapidly appearing series. Whatever study of portages has been made heretofore is simply incidental to some history or confined to a single portage. The author has here an opportunity of making deductions from a general survey of the field. Some of his conclusions are that the portages were famous meeting or parting places; that they became consequently camping places; that they often differed materially in ascending or descending a stream; that they usually traversed a great watershed system; that they were used as burying-grounds by the Indians and as sites for altars by the Jesuits; and that boat-building and kindred industries were frequently carried on at the ends of portages. Stone ovens may still be found at the termini of these paths, where food was prepared and packed for the journey. Portages were also used by the white men as convenient points for making conventions and treaties with the Indians.

The plan of treatment, which first considers the nature and evolution of portages generally and next gives a catalogue of the principal ones, necessarily involves duplication. That is to say, the material for each portion must be taken from the same source. Perhaps the omission of the Wills Creek portage from the list may be due to the fact that it occupies a large part of two other volumes of the series. Yet the omission is in keeping with the evident purpose to confine the study exclusively to those portages crossing the watersheds immediately south of the St. Lawrence and the Great Lakes. These carrying places were unquestionably the most important, were the earliest used, and furnished the most accessible material because of the Jesuit writings. Perhaps an extended study might have disclosed many other portages of importance, such as that from the head of the James or Staunton to the Cheat or New rivers, or to the head waters of the Tennessee river; from the Tennessee to the Cumberland; or to and from the streams flowing into the Gulf of Mexico. Did not the pioneers who adventured from the Yadkin to the Watauga make or use portage paths which might have been included in a comprehensive study? Were there not portage paths from the Red and Arkansas rivers toward the Spanish posts in the southwest? Such questions are raised for the sake not of faultfinding but of suggestion.

The importance of portages in the struggle between the French and English, who occupied respective sides of the northern watersheds, is well brought out in this volume. The location of forts and blockhouses as well as the direction of movements of campaigns attest the value placed on these strategic points of communication. The style in which these facts are brought out is vivid; but it is doubtful whether an actual count would warrant the statement in connection with the English advance into the interior that "ten score of portage paths had been traversed". The treachery of local geography is manifest in several instances, notably where the Chicago portage is given water termini in the Illinois and Des Plaines rivers, instead of the Des Plaines and Chicago rivers. The "little lake" of Marquette and La Salle lies between the latter streams. The Des Plaines empties into the Illinois many miles below the portage.

Another instance is to be found in making Elgin, Illinois, the terminus of the Chicago Drainage Canal, a consummation most devoutly to be wished by the citizens of Joliet.

Common consent will probably say that Volume IX., devoted to the Ohio river as a waterway, is the most acceptable of the series thus far, estimating it by the facts that it brings out, the diversity of authorities consulted, and the elimination of extraneous matter. The subject presents some advantages in being defined, in covering a long period of time in American history, and in offering a variety of evidence much larger in quantity than some topics previously covered. Céloron's *Journal* is used to introduce the navigation of the river by white men. The Indian wars which retarded movement on the northern shore are next described. Four well-written chapters follow, on the navigation of the stream from head to mouth, the evolution of the river-craft, the development of different types of river-men, and the improvement of the stream for navigation made by the national government.

In describing the various successive forms of vessels employed on the river, the author calls attention to the rapid change and improvement in water transportation compared with the conservative means of land transportation in the same period. The freighter or Conestoga wagon of 1790, he shows, was practically the same vehicle in 1840, save for a few minor improvements. But within that time, the canoe, pirogue, keel-boat, bark, barge, brig, schooner, galley-boat, bateau, and dugout had each played its part in the river and been forgotten in the application of steam to vessels. Waterways were developed before great highways, and the use of steam followed the same order.

For the chapter on the actual river journey from Pittsburg to New Orleans, the author has called into service an edition of that useful but forgotten book, Cramer's *Navigator*. He reproduces extracts, with comments and explanations, forming a kind of panoramic survey of the experiences of the voyage as known to our western forebears. Timothy Flint is also drawn upon for his personal experience.

Readers who wish the picturesque element will find it in this part of the book. Those who prefer the more scholarly will be accommodated in the last chapter, descriptive of the public improvements on the stream. As early as 1804 a company was chartered in Kentucky to build a canal around the troublesome Falls of the Ohio at Louisville. In 1825 a new company was encouraged by a subscription to nearly two-thirds its stock by the United States government. In 1874 it passed completely into the hands of the national government, having cost \$4,577,880.09, over half of which was borne by the new owner. Appropriations for the improvement of the river proper did not begin until 1827, although urged much earlier. Until the year 1902 a total of \$6,565,608.12 had been given for this purpose. This is over \$100,000 less than was expended on the Cumberland National Road. Engineers' reports show that ten thousand obstructions in the nature of sunken logs, stumps, etc., were removed from the stream; also that at one time in

the length of the river there were no less than twenty-eight wrecks and seventy-two sunken boats to be taken from the channels. This is a commentary both on the need of internal improvements and on the hazards of river transportation in 1866.

Maps of the Ohio river by Bonnécamps (1749), by Gordon (1766), and by Rufus Putnam (1804) are reproduced in this volume. Volume VIII., it should be said in explanation, is postponed for the present in bringing out the series.

EDWIN ERLE SPARKS.

Robert Morris, Patriot and Financier. By ELLIS PAXSON OBERHOLTZER, PH.D. (New York: The Macmillan Company; London: Macmillan and Company, Ltd. 1903. Pp. xi, 372.)

MR. OBERHOLTZER has the good fortune to be the first exploiter of the Robert Morris Papers, which were recently purchased for the Library of Congress. These manuscripts have a romantic history; apparently they were accessible to Sparks, then disappeared, were rediscovered by General Meredith Read in a French country town just as they were to be consigned to a paper-mill, and by him jealously guarded and withheld from the student's use. In 1876 Mr. Read confided the papers for a few weeks to Mr. Henry A. Homes, librarian of the New York State Library, and Mr. Homes published a brief memorandum of their contents. He also appended three or four pages of extracts from the correspondence. Later Professor Sumner in the preparation of *The Financier and the Finances of the American Revolution* endeavored to consult the papers, but, "it was not consistent with General Read's views" to grant the request. Upon Read's death the papers were purchased by Congress. Mr. Oberholtzer's description of the manuscript volumes is very brief, irritatingly so, when one considers their novelty and importance. Indeed, so far as the reader can judge, the slight bibliographical notes in the preface are simply transcripts of some of the statements of Homes. Apparently it was not the author's intention to make an academic contribution to American history. Although the material has been generously utilized, with appropriate quotations and dates, it is impossible for the reader to decide how much of the material has been used and what is the nature of that omitted. It seems most unfortunate that historical students cannot enjoy more fully the results of Mr. Oberholtzer's opportunities and experienced training.

As a readable biography, the work is a distinct success; its style is attractive, and there is shown throughout a sense of proportion and literary construction. Morris's command of the English language was far above the average of his time, and consequently his correspondence yields many gems to the skilful biographer. The life is written in a spirit of warm appreciation. Morris appears as a large-hearted American, a generous liver, accustomed to great schemes, desirous of accomplishing results, and consequently impatient of control. The author speaks of "his rarely sanguine temperament, his freedom from vanity, his sure and con-